
Project Initiation Form (PIF)

*Main Street (Route 28)
Pedestrian and
Transportation
Improvement Project*

West Dennis Center:
Bass River Bridge to Old
Main Street

Dennis, Massachusetts

Prepared for **Town of Dennis**

Prepared by **Vanasse Hangen Brustlin, Inc.
Watertown, Massachusetts**

March 13, 2015



Town of Dennis

Department of Public Works Engineering Division

120 Theophilus F. Smith Rd. • South Dennis, MA 02660-3413
508-760-6166 • Fax 508-760-6233

March 12, 2015

Ms. Mary Joe Perry
District Highway Director
District 5 Office
Highway Division
Massachusetts Department of Transportation
1000 County Street
Taunton, MA 02780

Attn: Ms Pamela Haznar, P.E., MassDOT Projects Development Engineer

Re: Route 28 Project Initiation Form (PIF)
Dennis, Massachusetts
Route 28 Pedestrian Transportation Improvement Project

Dear Ms. Perry:

On behalf of the Town of Dennis, Vanasse Hangen Brustlin, Inc. (VHB) is pleased to submit two (2) copies of a Project Initiation Form (PIF) for your consideration.

The town of Dennis Department of Public Works has been working with the Dennis Road Safety Task Force, VHB Inc. and staff within your office to advance pedestrian improvements to the Route 28 corridor in Dennis from the Bass River Bridge to the Harwich Town Line at Division Street. The Town of Dennis has been aggressively pursuing improvements to this critical urban principal arterial roadway and on July 29, 2011 submitted a Project Need Form (PNF) to the District Office for review that included details related to the following project phases:

- Phase I Dennisport Business District
- Phase II West Dennis Center
- Phase III West Dennis Business District

Since that time the MassDOT has approved the Phase I project. This project has been advanced to the 25% Design and is currently moving towards scheduling the Design Public Hearing.

We are now encouraged to continue pedestrian and vehicular operational and safety improvements associated with Phase II West Dennis Center. This letter has been prepared to request MassDOT to review and approve this next vital stage of improvements on Main Street (Route 28).

This project has been developed to be in accordance with MassDOT's Complete Street policy and Design Directive E-14-006 as follows:



- The Phase II has been prepared to include a general widening of the existing roadway to preserve the existing 11'-0" travel lane widths while adding 5'-0" shoulders for bicycle accommodations and 5'-6" wide sidewalks on both sides of Main Street (Route 28) to comply with the complete streets initiative.
- We recognize that there will be potential roadside impacts; however, until a field survey is completed, the extent of these impacts and associated costs cannot be confirmed. A contingency has been added to the construction costs to cover these impacts.
- The Dennis Engineering Department presented all three (3) phases of this project at a regularly scheduled public meeting of the Dennis Road Safety Task Force held on February 24, 2011. The presentation was publicized and open to all in accordance with Town bylaws and was well received.

If you have any questions, please do not hesitate to contact me at (508) 760-6145

Sincerely,
Town of Dennis



Joseph Rodricks, P.E.
Town Engineer

Cc: Richard White, Dennis Town Administrator; w/encl.
Joseph Magni, P.E., VHB, Inc.; w/encl.
Glenn Cannon, Cape Cod Commission; w/encl.

Proponent: Joseph Rodricks, P.E. Title: Town Engineer

Municipality/Organization: Town of Dennis

PIF completed by: Patricia Domigan, P.E. Title: Project Manager, VHB, Inc. Watertown, MA

Phone: 617 924 1770

Email: pdomigan@vhb.com

Date: March 13, 2015

Part I – General Information

Project Location: Main Street (State Highway Route 28): West Dennis Business: Bass River Bridge to Old Main Street. (See Figure I for Project Location and limits)

Project Need: Briefly restate the primary project need or goal as developed in the Project Need Form (e.g. rehabilitate a roadway, improve safety at an intersection, reduce corridor congestion, improve pedestrian facilities, or provide bike accommodation).

Background:

This project is the second phase of a three (3) phase transportation improvement program developed by the Town of Dennis through their Road Safety Task Force and the Department of Public works. All three phases were included in a Project Needs Form which was submitted to MassDOT District 5 Project Development Office in the year 2012. These three phases are as follows:

Phase I: Dennisport Business District- Dennis Commons to Upper County Road

Phase II: West Dennis Center- Uncle Barneys Road to Old Main Street

Phase III: West Dennis Business District- Old Main Street to Route 134

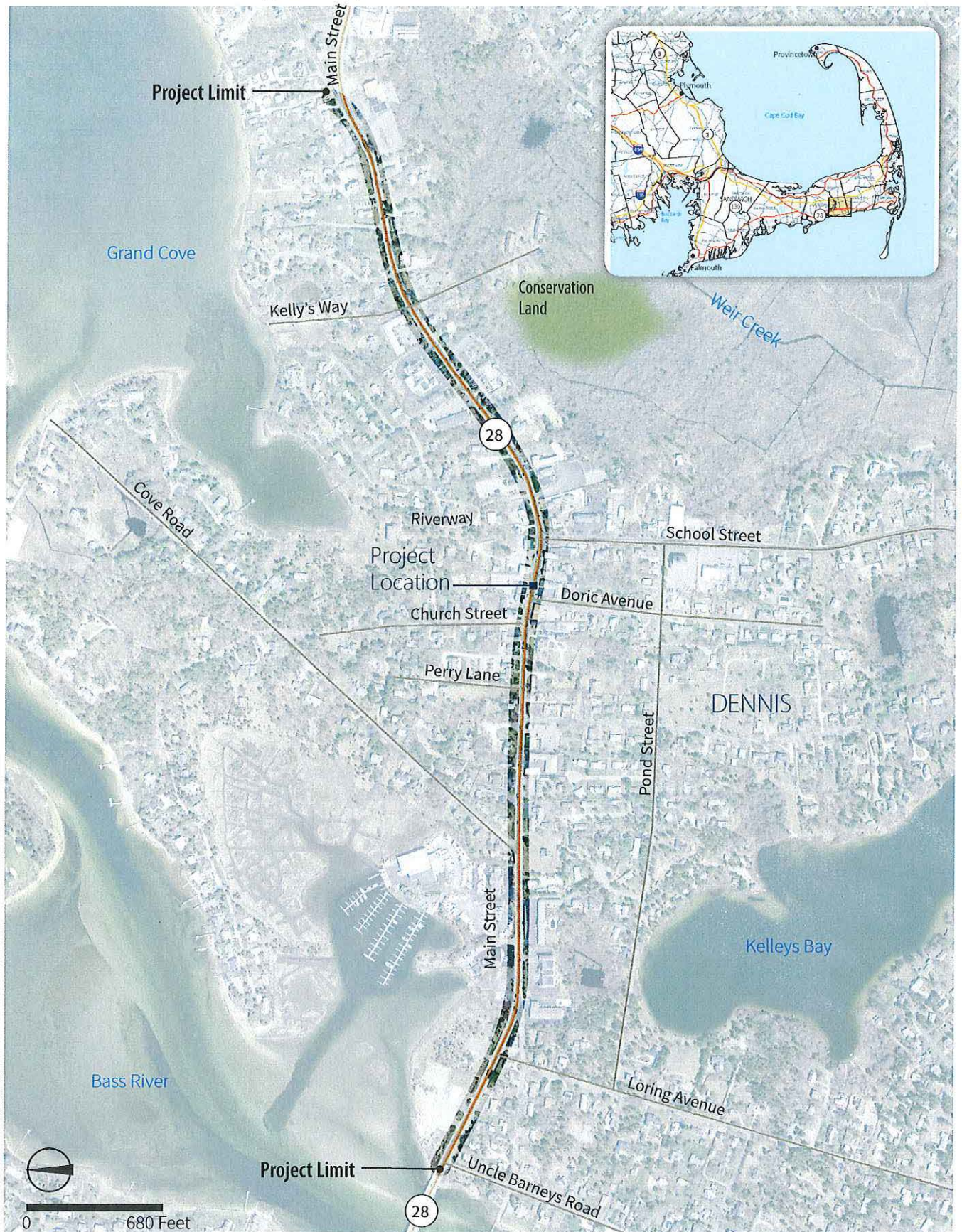
The Preliminary Design of Phase I, Dennisport Business District TIP Project, is currently under review by MassDOT.

Phase II: West Dennis Center- Uncle Barneys Road to Old Main Street

This project involves the design and construction of pedestrian and bicycle accommodation improvements throughout the project limits in concert with the MassDOT Complete Street initiative and in compliance with Engineer Design Directive E-14-006. The project elements include a general widening of the existing roadway to preserve the existing 11'-0" lane widths while adding 5'-0" shoulders and 5'-6" sidewalks on both sides of Main Street (Route 28).

The project also involves the reconfiguration of the Old Main Street to improve safety and operational improvements for both pedestrians and motorists. The intersection improvement includes the following features (see Figure II):

Figure I – Project Location



1. Realignment of Old Main Street to create a perpendicular connection to Route 28.
2. Construction of uniform lanes and shoulder widths on Route 28 on both approaches to Old Main Street.
3. Utilize the new green space captured from the narrowing of Route 28, at the Old Main Street Intersection, to enhance the intersection with landscape amenities to create a gateway to the South Dennis Historic District.

The Town of Dennis desires to create a pedestrian friendly environment throughout the project limits for both walking and biking activity in an effort to improve connectivity along the corridor to enhance existing business community and encourage commercial growth in the West Dennis Center. Enhancements proposed in the downtown area from Church Street to School Street include the following (see Figures 1 and 2.)

1. Scored sidewalk patterns bordered by brick feature patterns.
2. Placement of street trees and planters along the curb line.
3. Placement of planters containing perennial plants and ornamental grasses at select locations.
4. Use of ornamental light poles with permanent banner supports.
5. Placement of ornamental benches and trash receptacles placed at select locations.
6. Pedestrian improvements will also include paver patterned cross walks at intersections and where appropriate pedestrian activity warrants mid-block crossing activity.

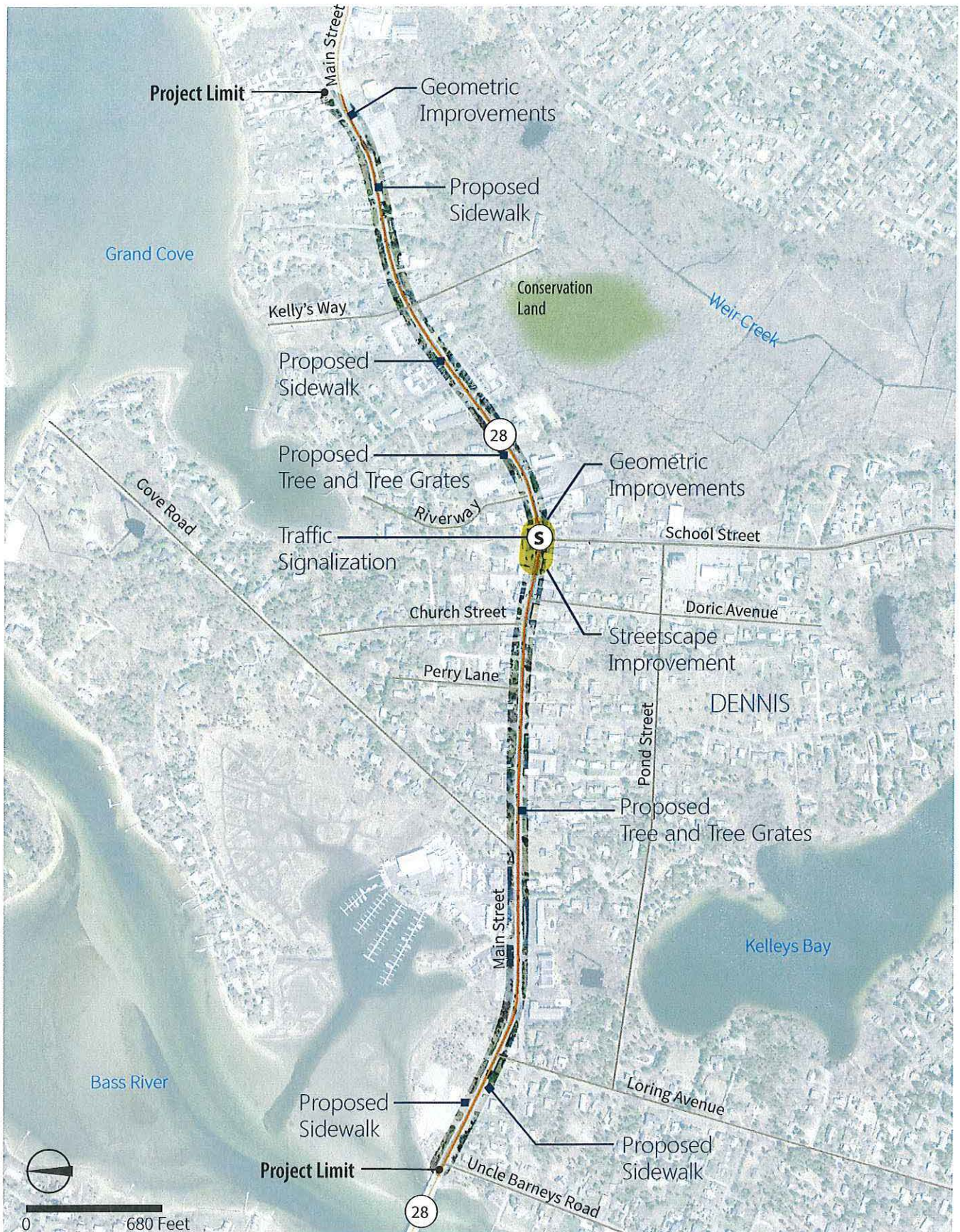
The project also includes traffic signalization and geometric improvements to the School Street/Main Street (Route 28) intersection. School Street is classified as an Urban Minor Arterial. This road serves as the southern extension of the West Dennis Business District commercial zone and the westerly extension of Lower County Road. School Street has an AADT of 3500 vehicles per day. Motorists entering Route 28 from School Street experience significant delays throughout the day. The town supports introduction of traffic signalization at this intersection to improve operational characteristics and to establish pedestrian accessibility across Main Street under signal control. Signals will provide a pedestrian connection between the School Street and the Main Street (Route 28) commercial areas. Visual inspection of the roadway pavement reveals a pavement structure that is relatively sound with only minor evidence of pavement cracking and distress; therefore, roadway widening will be constructed using full-depth "Box" type construction combined with a curb to curb structural overlay to reinforce the pavement structure. Regulatory and warning signs will be updated to conform to current state and federal standards.

Do to the proposed modest widening of the pavement for shoulder construction, the construction of many new catch basins is required.

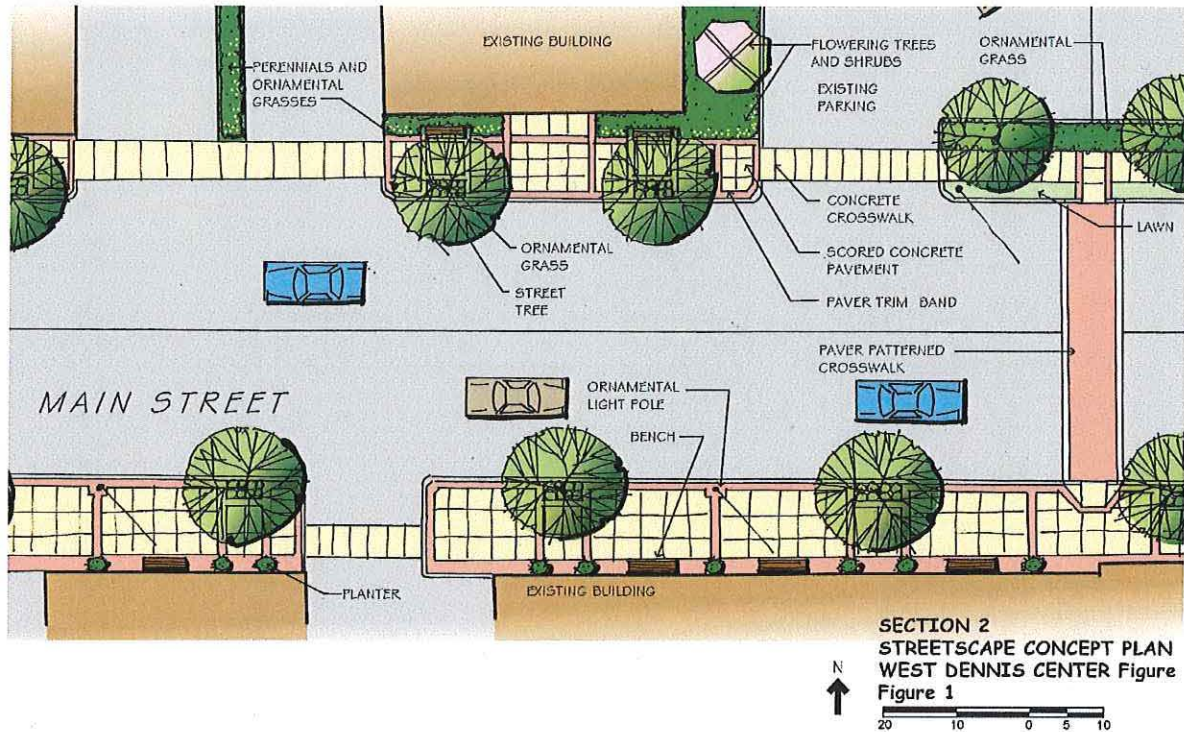
Regional Benefit: Describe any regional benefits that would be realized should the Project Need be met.

Main Street (State Highway Route 28) is classified as a Urban Principal Arterial that provides pedestrian, bicycle, and motor vehicle connectivity between communities throughout the upper-

Figure II – Proposed Features



cape, mid-Cape, and Lower Cape towns including Bourne, Falmouth, Mashpee, Barnstable, Yarmouth, Dennis, Harwich, Chatham and Orleans. Modernization of the cross sectional elements along the segment in the West Dennis Center will result in improved in mobility and safety for regional travelers making connections within these communities.



SECTION 2
STREETSCAPE PHOTOSIMULATION
WEST DENNIS CENTER
Figure 2

Part II – Project Costs and Responsibilities

Estimated Costs: Provide available cost estimates or estimated cost ranges in current-year dollars and attach any cost estimate work sheets or summaries.

Estimated Construction Costs:		Estimated Other Costs:	
Construction Items:	\$2,739,500	Planning/Design:	\$550,000
Overrun Contingency(10%):	273,500	Survey/Base Plans	\$56,000
Constr. Contingency (20%):	547,000	Environmental Mitigation:	\$14,000
Admin. Contingency (5%)	136,800	Right-of-way:	N/A
Police and Staking (5%)	136,800		
Prel. Design Contin. (15%)	410,300		
Temporary Traffic Control	150,000		
Total Construction Cost:	\$ 4,393,900	Total Other Costs:	\$ 620,000

Anticipated Funding Program:

STP	_____	CMAQ	100%	HSIP	_____
TAP	_____	NHPP		HPP	_____
NFA	_____	Other			_____

Indicate all potential sources of funding that may apply to the project

Project Responsibilities:	MassDOT	Community	Other (specify)
Project Management	X		
Design		X	
Permitting		X	
Right of Way	X		

Part III: Project Description

A. Proposed Improvements to Facility

1. Scope of Work: Describe the proposed improvements including limits of work, length of the project, major improvements, proposed cross-section, improvements to secondary assets, and related work. The description of proposed improvements to secondary assets should include improvements to curbing, sidewalks, traffic signals, signs, lighting, landscaping, drainage, walls, etc. The scope of work for a multi-use path should also identify at-grade crossing treatments.

The Town of Dennis desires to create a safe and operationally successful motorist, cyclists and pedestrian environment throughout the project limits. The following improvements and enhancements will improve mobility and connectivity along the corridor thereby enhancing the existing business community environment and encourage commercial growth in the West Dennis Center.

Program:

- Enhancements include scored sidewalk patterns bordered by brick feature patterns, the placement of street trees and planters along the curb line, selective locations for planters containing perennial plants and ornamental grasses, ornamental light poles with permanent banner supports, and ornamental benches and trash receptacles placed at select locations.
- Pedestrian improvements will also include paver patterned cross walks at intersections and where appropriate pedestrian activity warrants mid-block crossing activity.
- Roadway improvements include uniform lane and shoulder widths, and AAB/ADA and MassDOT compliant sidewalks on both sides of Route 28.
- Selective improvements to the roadway drainage system
- Geometric improvements and landscaping enhancements to the Old Main Street/Route 28 intersection. A High-Intensity Activated crosswalk system will be considered at this location.
- Upgrade of regulatory and warning sign panels and supports.
- Geometric improvements and traffic signalization (if warranted) at the School Street/Route 28 intersection.

Picture # 1 illustrates the wide expanse of pavement and the undefined geometric configuration existing at the Main Street. Uniform lanes and shoulder widths on Main Street (Route 28) combined with formalization of the Old Main Street connection to the intersection will enhance safety an operational characteristic for motorist, cyclists and pedestrians.



Picture #1 – Old Main Street/Route 28 Intersection

2. Proposed pavement rehabilitation: Describe the proposed rehabilitation methods that are being considered. Keep in mind that the final pavement improvements will be identified through the development of a pavement design submitted as part of the project design process.

The project will expand the current pavement width to accommodate bicycle and pedestrian traffic. Within the past 16 years the MassDOT constructed a structural overlay along Main Street (State Highway Route 28) throughout the limits of this project. Although the roadway pavement appears to be in fair condition, it is assumed that this overlay is nearing the end of its service life. The project proposes to widen the roadway to the desired 32' width (including 11' lanes and 5 foot shoulders) using full depth box widening techniques and place a curb to curb 2 1/2" structural hot mix asphalt overlay to renew the road structure surface to a 20-year design life.

3. Pedestrian Accommodations: Describe how the improvements are addressing pedestrian accommodation according to ADA/AAB requirements, through improving existing facilities, improving safety and traffic calming, as well as proposing new or expanded facilities.

The Town of Dennis desires to create a pedestrian friendly environment throughout the project limits for both walking and biking activity in an effort to improve connectivity along the corridor to enhance existing business community and encourage commercial growth in the West Dennis Center. The enhancements include scored sidewalk patterns bordered by brick feature patterns, the placement of street trees and planters along the curb line,

selective locations for planters containing perennial plants and ornamental grasses, ornamental light poles with permanent banner supports, and ornamental benches and trash receptacles placed at select locations. Pedestrian improvements will also include paver patterned cross walks at intersections and where appropriate pedestrian activity warrants mid-block crossing activity. The connectivity between the West Dennis Center and the South Dennis Historic District will be enhance with the geometric improvements, addition of sidewalks and the installation of a high intensity activated crosswalk proposed at the Old Main Street/Route 28 intersection.

4. Bicycle Accommodations: Describe how the improvements are addressing bicycle accommodation through improving existing facilities, as well as proposing new or expanded facilities.

Main Street (State Highway Route 28) is designated a bike route through the project area. This bike route provides bicycle connections along the southern region of Cape Cod from Bourne and Falmouth to the towns of Barnstable, Mashpee, Yarmouth, Dennis, Harwich, Chatham, and Orleans. This route eventually connects to the Cape Cod Rail trail and the Clair Saltonstall Bike Route # 1 in Eastham providing connections to the outer-cape communities of Welfleet, Truro and Provincetown.

Existing road shoulder will be widened to a width of 5 feet and designated as bike lanes to accommodate regional and local bike travel though the limits of the proposed improvements.

5. Design Exceptions: Identify whether any exceptions to MassDOT design criteria are anticipated.

This project will be design in conformance to MassDOT Engineering Directive E-14-006 and with FHWA's 13 controlling criteria for roadways and bridges. Therefore, no design exceptions are anticipated.

The community plans to continue the use of on street parking in the section from Church Street to School Street, similar to the on-street parallel parking scheme existing in Dennisport.

6. Alternatives Analysis: Identify any alternatives that have been considered. Attach any pertinent information related to that analysis.

Main Street (Route 28) is a state highway and is classified as an Urban Arterial. There are no alternative routes being considered to improve local and regional accessibility.

7. Retention of Existing Infrastructure: Identify efforts to retain/preserve existing Infrastructure, e.g. reuse of curbing, sidewalk, minimized/targeted vertical or horizontal geometric changes, etc. ● GreenDOT

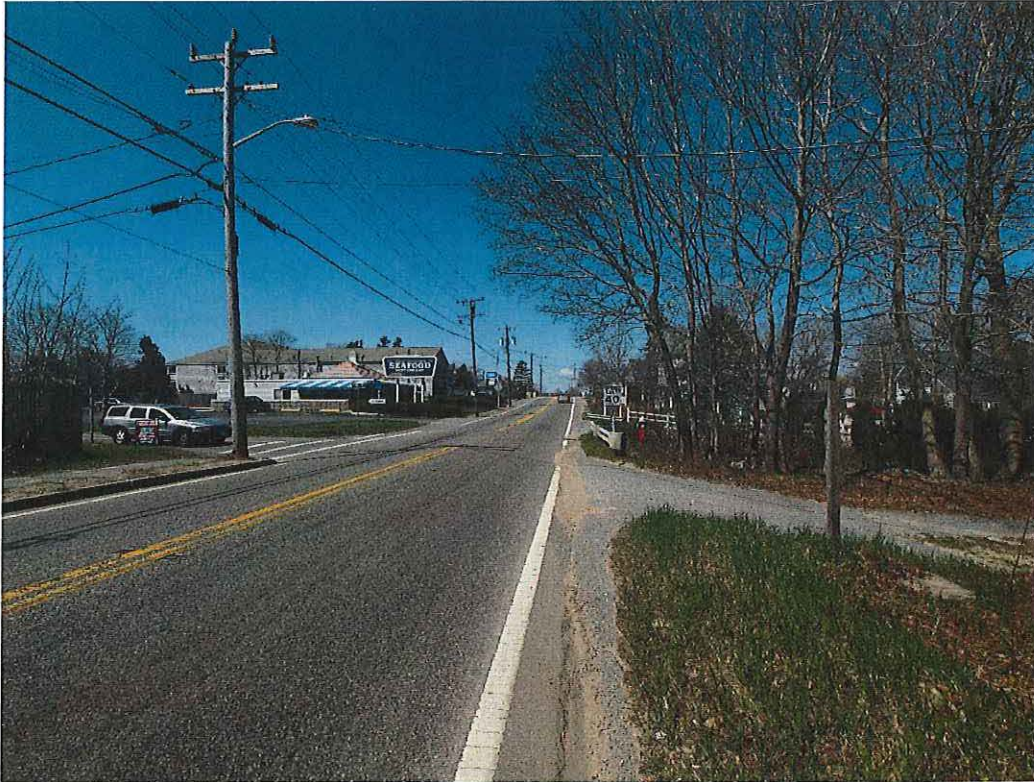
As shown in Picture #2, there is a significant amount of existing granite curb on both sides of Route 28 in West Dennis Center and on selective locations throughout the remaining limits of the projects. Additionally, the existing drainage frames and grates and frames and covers were installed within the last 16 years and are; therefore, suitable for re-use. All these existing material will be programmed for re-use in the TIP project to the extent practicable.



Picture #2: West Dennis Center

8. Potential Impacts to Utilities: Identify any anticipated impacts or complications the proposed improvements will have on utilities.

As shown in Picture # 3, the roadway corridor maintains utility poles along one side of the road for the entire length of project. The introduction of ADA/AAB compliant sidewalks coupled with widening of the travel way necessary to provide 5' wide shoulders/bike lanes will necessitate the adjustment of certain utility poles throughout the project. The town will make every effort to design the horizontal alignment to minimize relocation of these poles to the greatest extent practicable.



Picture #3: Main Street approaching Fisk Street intersection

B. Mobility Improvements

1. Describe how the proposed improvements will impact mobility. Include any traffic analysis, including LOS (Level of Service) data, if available. ● GreenDOT

The project is essentially a pedestrian safety and enhancement project. Addition of a formal 5'-0" shoulder, 5'-6" walks and traffic signalization at School Street are proposed to improve pedestrian and vehicular mobility. It is anticipated that alignment modifications will result in minor improvements to horizontal and vertical geometry in conformance to 40 mph design speed criteria.

The town is considering use of high intensity activated crosswalk (HAWK) systems to enhance the level of safety at the crossing of Route 28 at the Old Main Street intersection. In the event that the School Street intersection does not meet signal warrants, a HAWK system will be evaluated at this location as well.

2. Identify whether the proposed improvements will impact connectivity or access along the corridor or to facilities. If this is a new connections, include existing and proposed travel times. ● GreenDOT

The introduction of sidewalks throughout the entire project will link residential areas to the commercial establishments located throughout the project area. A new sidewalk network combined with a Hawk system and geometric improvements to the Old Main Street intersection will connect West Dennis Center to the South Dennis Historic District. The introduction of ADA and AAB compliant walks will enhance connectivity to the Bass River Bridge and the town of Yarmouth.

3. Identify how the project will impact mobility for pedestrians, bicyclists and transit users. ● GreenDOT

The introduction of sidewalks throughout the entire project will link residential areas to the commercial establishments located throughout the project area. A new sidewalk network combined with a Hawk system and geometric improvements to the Old Main Street intersection will connect West Dennis Center to the South Dennis Historic District. The introduction of ADA and AAB compliant walks will enhance connectivity to the Bass River Bridge and the town of Yarmouth.

C. Safety and Security Improvements

1. Describe any improvements that are expected to reduce the crash potential. Provide any highway safety analysis that has been completed.

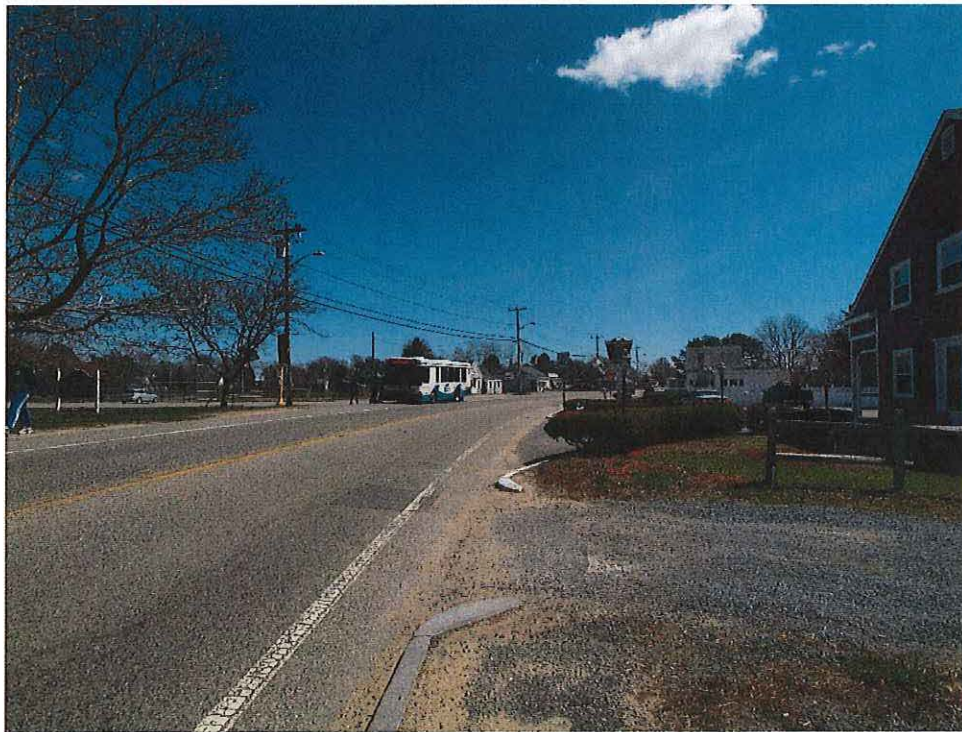
Based on a the Route 28 Safety & Traffic Flow Study completed in 2006, Route 28 in the Town of Dennis averages 64 crashes per year that equate to approximately 20 crashes per mile per year and a crash rate of 3.9 (crashes per million miles traveled). Route 28 is classified as a Urban Principal Arterial. Base on the MassDOT 2009 Functional Classification –crashes per million vehicle miles traveled; the average rural crash rate is 0.98 and the average urban crash rate is 2.62. The Route 28 crash rate of 3.9 exceeds urban crash rates.

Crash severity information was analyzed to determine each intersection's total Equivalent Property Damage Only (EPDO) score. The Cape Cod Commission established several "Tiers" to help in prioritize the intersections requiring improvements. The Old Main Street intersection received a EPDE score which placed it on the 2nd Tier intersection rating. (Rating between 20 and 29). Geometric improvements proposed at this location are intended to dramatically reduce the number and severity of crashes.

2. Describe any improvements that are expected to improve safety for other multi-modal users such as pedestrians, bicyclists, persons with disabilities, transit riders, trucks, school children, etc. ● GreenDOT

As previously stated, Main Street (State Highway Route 28) is designated a bike route through the project area. This bike route provides bicycle connections along the southern region of Cape Cod from Bourne and Falmouth to the towns of Barnstable, Mashpee, Yarmouth, Dennis, Harwich, Chatham, and Orleans. This route eventually connects to the Cape Cod Rail trail and the Clair Saltonstall Bike Route # 1 in Eastham providing connections to the outer-cape communities of Welfleet, Truro and Provincetown.

Existing road shoulder will be widened to a width of 5 feet and designated as bike lanes to accommodate regional and local bike travel though the limits of the proposed improvements.



Picture #4: Breese Bus System

3. If the project is on a designated evacuation route or NHS corridor, how will the project impact the route?

Main Street (State Highway Route 28) is a NHS corridor. As stated in the Cape Cod Emergency Travel Plan (CCETP) Route 28 serves as one of the evacuation routes for the south side of Cape Cod in the event of a hurricane or other natural disaster. and is one of the two main evacuation routes leading to the bridges crossing the Cape Cod Canal.

D. Economic Development - Problem, Need, or Opportunity

1. Describe any improvements that improve a business district, business related elements or support proposed economic development opportunities.

The project is essentially a pedestrian safety and enhancement project. Mobility will be improved with the addition of 5'-0" bike lanes, 5'-6" wide sidewalks on both sides of Main Street and pedestrian controlled traffic signal at School Street intersection. It is anticipated that alignment modifications will result in minor improvements to horizontal and vertical geometry in conformance to 40 mph design speed criteria.

2. Identify improved access to services, industry clusters or job creation in the project area. Include the number of jobs to be created, if available. ● GreenDOT

West Dennis Village Center is an economic target area both within the Town of Dennis Local Comprehensive Plan and the Cape Cod Commission's Regional Policy Plan. The Village is designated an "Economic Center" as part of the local and regional "Land Use Vision Map". In 2007 the Town of Dennis adopted the West Dennis Village Center Zoning District which governs much of Route 28 in this project area. The Village Center Zoning promotes mixed uses in this district which benefits from the Smart Streets policy adopted by the Department of Transportation. The zoning promotes increased walking and bicycling opportunities by improving the proximity of uses. The proposed project will assist the town in meeting the economic redevelopment goals of the zoning.

The Village Center Zoning is divided into distinct sub-districts. Along the waterfront adjacent to the Yarmouth line is Mixed Use Marine District which promotes redevelopment of the West Dennis waterfront for water and tourist dependent uses. That area includes a town park, town marina, a working private marina, commercial uses connected to the water and hotel uses. In creating the Mixed Use Marine District, the town was looking to reconnect the waterfront to the West Dennis Village Center. The vision has been to promote tourist to arrive by water, stay at a hotel adjacent to the marina and be able to walk into the Village for shops and restaurants.

Opposite that district, also adjacent to the Yarmouth town line, is the Residential Commercial District designed to promote lower density mixed commercial and residential uses. This area was downzoned from the old General Commercial zoning that was present to protect the road network from becoming too congested at the "Gateway to West Dennis."

As you travel east, preferably walking, you enter the Village Center Support District. In this area we are promoting a higher density mixed use development pattern oriented to the back of the sidewalk. The area presently has the West Dennis Village Library which will benefit tremendously from having a sidewalk available to it. The area also includes hotel and bed and breakfast uses along with restaurants, retail space and residential uses. The project will tie this area more closely to the water to the west and the West Dennis Village Center to the east.

The area around the School Street/Route 28 intersection is zoned as the West Dennis Village Center, this is the traditional village center for West Dennis and includes government as well as private commercial and residential uses. The district includes the historic Columns Building which is targeted by the town for redevelopment either as a mixed use property or a multi-family residential site.

Beyond the Columns Building, the project will serve a more traditional commercial zoning district which has become the focus in recent years of reinvestment in existing buildings and redevelopment of other sites.

Overall, the project will greatly benefit West Dennis by providing a key and critical link between neighboring properties.

3. Identify how the improvements reflect Smart Growth Development and Sustainable Development Principles. ● GreenDOT

The project is located in an area that the town has targeted for smart growth. The West Dennis Village Center Zoning Districts were recognized for its Smart Growth Principles by the Massachusetts Chapter of the American Planning Association in 2007. The sidewalk project is a critical aspect of carrying out the smart growth principles promoted by the rezoning.

E. Environmental Impacts and Improvements

Describe any improvements or impacts to the resources. Consider any storm water improvements and changes in impervious area. Identify any anticipated permitting that could be problematic.

1. Wetland(s):

Bass River is located outside the westerly project limits. Although the project may be located within the 100 foot buffer zone and 200 foot riverfront zone of Bass River, these regulated wetlands will not be affected by this project.

2. Water Supply Watershed(s):

The project will not affect water quality or water supply within the region

3. Storm Water Improvements/Impaired Waterbodies:

Best management practices will be employed to the maximum extent practicable.

4. Priority Habitat(s):

The project corridor is fully developed with a mix of commercial and residential properties. No known priority habitats exist within the vicinity of the public way.

5. Historic/Cultural/Scenic Resource(s):

The project passes through the traditional village center of West Dennis. The project will improve accessibility to several properties that provide either historic or scenic resources in the village. The project will improve accessibility to these sites and work to enhance the preservation of these areas. The prime scenic vista is the view across Bass River Park to the Bass River. The sidewalk project will make this scenic area more accessible to visitors in West Dennis. Historic sites will also become more accessible with this project. In the heart of the village center lies an old Bed and Breakfast that was featured on postcards of West Dennis many years ago. The project will also improve the accessibility to a row of structures that stand to the rear of the sidewalk along Route 28, that are presently being renovated. One of these structures was the original post office in West Dennis. Finally, the improvements will pass-by and link the Columns property to the remainder of the village. The Columns building stands out as a traditional sea captain's house (Captain Obed Baker). Over the years it has been a home, a restaurant and jazz club. In its 'hey day', the jazz club featured many top names in the industry.

The sidewalk project will not have a detrimental impact on any of these properties, and, within the scope of smart growth, will enhance the preservation opportunities of these and other potentially historic properties.

6. Air Quality and Greenhouse Gases: Will the improvements impact greenhouse gases through construction methods, operational modifications, and changes in connectivity, access, or travel behavior.

● GreenDOT

The MassDOT Complete Streets Initiative promotes the additional of sidewalks and bike accommodation in support of pedestrian accessibility along the public way. This project has been planned to incorporate these pedestrian features throughout the project. Incorporation of these pedestrian accommodations will offer opportunities for neighbors residing in the area to walk or cycle to destinations along the corridor rather than using an automobile for transportation. In combination with the zoning changes to promote smart growth, mixed uses and in-fill development, these pedestrian features will promote the vision of a live, work, shop mixed use environment for West Dennis Village Center and reduce vehicular travel and carbon emissions.

7. Hazardous Materials: Is it anticipated that the proposed work will involve handling hazardous materials within the project limits or on any adjacent properties?

Not applicable

F. Community Effects

1. Identify how much right of way is anticipated to complete the project, including fee takings, permanent and temporary easements.

Sliver takings will be required to accommodate the improvement at limited locations. All right-of-way actions are the responsibility of MassDOT.

2. Describe how the project will improve/impact the neighborhood with respect to access to services, jobs, and public transit.

The project is located, mostly, within the West Dennis Village Center Economic Development Center as designated by the Cape Cod Commission. The district has been targeted for promoting infill development and redevelopment opportunities within a live, work, shop environment. The zoning is in place to carry this out. There are already a mixture of uses in the village to serve as the beginning of the revitalization of the village. The Cape Cod Regional Transit Authority serves the village with regular scheduled bus service and fixed bus stops. The only thing missing is appropriate safe pedestrian facilities. The proposed Smart Streets project will enhance the, already recognized, Smart Growth measures the town has put into place to promote a walkable village center. The sidewalk project will provide the needed pedestrian link between the village core and its adjacent waterfront. These improvements will enhance the redevelopment already underway in the village and improve opportunities for visitors to walk around the village center and shop without necessitating getting into cars and driving between businesses.

3. Describe any effect the improvements will have on the existing housing stock or potential for new housing development.

The village center has been targeted for redevelopment and an increase in the housing density for the West Dennis Village. The sidewalk improvements will enhance the desirability of living in this neighborhood as it will improve the ability to live, work, shop car-free. The village is presently served by the CCRTA with regular fixed route service and designated bus stops. The sidewalks will make accessing transit by existing and future residents that much easier.

4. Identify any improvements that involve community planning and equitable sharing of benefits/burden or are particularly targeted within an Environmental Justice area.

The West Dennis Village Center target area has a concentration of low income properties, which, while not recognized on the State Housing Inventory, provide housing for a number of people living on the edge of being homeless. Properties in this within the project area serving single room occupancy housing needs include the South Cape Apartments and the Plantation Condominiums. Both of these properties reflect converted former motels. While both properties are nearly fully occupied at all times, neither parking lot is heavily utilized as the residents are mostly 'vehicle-less'. These residents are heavily reliant upon public transportation and pedestrian facility availability. These two properties contain approximately 50 year-round housing units.

G. Transportation Enhancements

1. Identify any transportation enhancements, such as pedestrians, bicyclists and transit accommodations, education; landscaping; scenic/historic acquisition, beautification, preservation, programs, or facilities; outdoor advertising management; archeological planning and research; environmental mitigation or wildlife mortality reduction efforts.

The Towns of Dennis and Yarmouth have recently completed the construction of a waterfront parks on both sides of the Bass River Bridge and adjacent to Route 28. Construction of the sidewalks proposed in Phase II will provide connectivity to these parks.

2. Are the proposed enhancement elements supported by the MPO?

H. Planning and Public Outreach and Support

1. Describe any additional Public Outreach that has occurred since the PNF was submitted. Include any public informational meetings, local mailings, workshops, planning documents, etc., where the proposed improvements were specifically presented to abutters, businesses and/or the general public. Include information on meeting dates, attendance, concerns, and support.

The Dennis Engineering Department presented all three (3) phases of this project at a regularly scheduled public meeting of the Dennis Road Safety Task Force held on February 24, 2011. The presentation was publicized and open to all in accordance with Town bylaws and was well received.

2. Were there any special needs that needed to be accommodated to fully engage the public with respect to public outreach?

The business community requested that on street parallel parking be perpetuated in the future design.

I. Maintenance

1. Identify any improvements that involve particular long-term or ongoing maintenance implications.

The Town of Dennis Department of Public works recognizes that it will be the Town's responsibility to keep the sidewalks free of snow and other deleterious material.

2. Identify any improvements that will improve the environmental sustainability of the facility related to operation and maintenance.

Older, block styled catch basins will be replaced with solid basins with sumps in concert with the town's efforts to use best management practices when dealing with disposition of road runoff.

Thank you for completing this form. Please submit the PIF to the Regional MPO/RPA and the MassDOT Highway Division District office.